

**ORDINANCE NO 2108**  
**AN ORDINANCE ADOPTING COMPLETE STREETS TO THE RITZVILLE MUNICIPAL CODE**

WHEREAS, the City of Ritzville is a second-class city governed by rules and regulations of RCW 35.23; and

WHEREAS, Complete Streets are designed to be streets for everyone; and

WHEREAS, the City of Ritzville lacks a Complete Street policy increasingly needed to go after state grants from the Washington State Department of Transportation, State of Washington Transportation Improvement Board (TIB), and other agencies;

THE CITY OF RITZVILLE ORDAINS AS FOLLOWS:

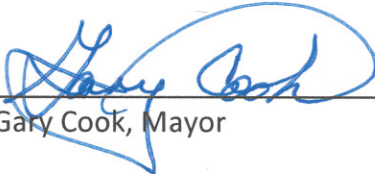
Section 1. Ordinance No. 2108 is adopted which adopts a new chapter titled Complete Streets to the Ritzville Municipal Code.

Section 2. Any ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed. This ordinance shall take effect and be in full force the five days after publication.

READ in open meeting;

PASSED by majority vote of the Council present; and

ORDERED PUBLISHED this 15<sup>th</sup> day of August, 2017.

  
\_\_\_\_\_  
Gary Cook, Mayor

ATTEST:



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Kris Robbins  
Clerk-Treasurer

APPROVED AS TO FORM:

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John Kragt  
City Attorney

## COMPLETE STREET CODE

Section 1. Purpose

Section 2. Definition

Section 3. Goals

Section 4. Implementation of Complete Streets policies

Section 5. Extraordinary circumstances

Section 6. Funding for complete streets

### Section 1. PURPOSE

The purpose of this chapter is to help achieve the goals and objectives of the transportation, land use and parks and recreation elements of the City of Ritzville Comprehensive Plan. This title provides for the implementation of complete streets guiding principles. The City of Ritzville, shall to the maximum extent practical, scope, plan, design, construct, operate and maintain facilities to be safely and practically used by all possible user groups. The groups may consist of motorists, emergency responders, freight, pedestrians, and bicyclists.

### Section 2. DEFINITION

A "complete street" is a road that is designed to be safe for drivers; bicyclists; transit vehicles and users; and pedestrians of all ages and abilities. The complete streets concept focuses not just on individual roads but on changing the decision- making process so that all users are routinely considered during the planning, designing, building and operating of all roadways.

### Section 3. GOALS

The goals of the complete street policy are to preserve community character, improve safety for all users, and to promote healthy communities.

### Section 4. IMPLEMENTATION OF COMPLETE STREET PRINCIPLES

The City of Ritzville will incorporate complete streets principles into the City's Comprehensive Plan, Public Works Standards, parks and recreation master plan, and other plans, manuals, rules, regulations and programs as appropriate.

### Section 5. EXTRAORDINARY CIRCUMSTANCES

Except in unusual or extraordinary circumstances, complete streets principles may not apply to the following.

- A. Repairs made pursuant to pavement opening and restoration allowed by approval of the Public Works Director.
- B. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g., mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal, or interim measures on detour or haul routes).
- C. Where the Public Works Director issues a documented exception concluding that application of complete street principles is unnecessary or inappropriate because it would be contrary to public safety.

#### Section 6. FUNDING FOR COMPLETE STREETS

Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time. It is the City's intent that all sources of transportation funding be drawn upon to implement complete streets including additional funding through the Department of Transportation and Health for Complete Streets. The City believes that maximum financial flexibility is important to implement complete streets principles.